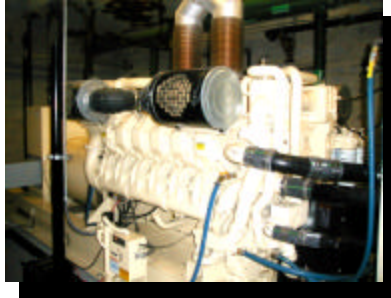


Public Hearing to Consider the Adoption of the Airborne Toxic Control Measure to Reduce Diesel Particulate Matter Emissions from Stationary Engines

(Continued from the November 20, 2003 ARB Board Meeting)



December 11, 2003



California Environmental Protection Agency

Air Resources Board

What Comments Were Received on the Proposed ATCM?

■ Suggested modifications address:

- ◆ Engines located near schools
- ◆ Engines located in remote areas
- ◆ Demand Response Programs (DRPs)

Stationary Engines Near Schools

- **Districts and Environmental Groups supported additional protection for school children**

If Board Believes Additional Restrictions on Emergency Standby Engines Located Near School-Sites are Needed, Staff Suggests the Following Changes

- **Emergency standby engines located near or at schools not permitted to conduct maintenance and testing operation during school hours**
 - ◆ “School” limited to Kindergarten through Grade 12
 - ◆ “Near” means within 500 feet
 - ◆ “School hours” means 7:30 am to 3:30 pm
- **Restriction does not apply if prime engine diesel PM emission limits are met**

ARB Staff Proposes Provision for In-Use Engines in Remote Locations

- District may allow for implementation delay for engines in remote locations
- “Remote Location” means greater than 1 mile from any receptor location
- Delay applies only to in-use prime engines
- Additional criteria will be established to ensure public health protection

ARB Staff Recommends No Change to Demand Response Program Provisions

- ARB staff will clarify that the Demand Response Programs allowed under the proposed ATCM are only triggered if blackouts are imminent or already triggered